

COUNTRY East Germany

REPORT

TOPIC Brandenburg-Arado Airfield

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EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

REPAIRED 1 April 1953

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REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following air activity was observed at Brandenburg-Arado airfield between 8 February and 5 March 1953:

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10 February. Between 10 a.m. and 3 p.m., there was little air activity by about eight IL-10s. The sky was 7/10 overcast at an altitude of 400 to 500 meters and the weather was hazy.

11 February. Between 8:45 a.m. and 5 p.m., individual and formation flights were made in the vicinity of the field. It was slightly hazy and the sky was about 8/10 overcast.

12 February. There was no air activity. The field was covered with snow and visibility was limited to below 500 meters.

14 February. Between 9 a.m. and 12:30 p.m., there was intensive air activity by aircraft which mostly flew in formations of three and four planes. The sky was 6/10 overcast at an altitude of 300 to 400 meters.

15 and 16 February. There was no air activity.

17 February. At about 11 a.m., individual flights were made. Air activity continued up to 3:20 p.m. aircraft flying in formations of three.

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18 February. Between noon and 4 p.m., individual flights, probably test flights, were made at the field. There was hazy weather.

20 February. The landing field was muddy and covered with pools as it had thawed. Probably, this was the reason why no air activity was performed.

25 February. There was no air activity although visibility was good and the sun was shining.

26 February. A biplane circled over the field in the afternoon up to about 6 p.m.

CLASSIFICATION ~~SECRET/CONTROL~~

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27 February. Some engines were run up but no air activity was observed although the weather was sunny and visibility good.

28 February. In the morning, some take-offs were made by IL-10s.

1 to 3 March. No air activity was observed. Sometimes, the weather was foggy.

5 March. Between 10 a.m. and 5 p.m. and after 7 p.m., individual flights were made by ground attack planes. There was a closed cloud base. [] the cabin windows of the planes were covered with curtains and [] two men descended from each plane after landing. [] the planes had their landing gears extended while flying. [] the planes were flown by inexperienced pilots who were particularly cautious. 25X1

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Ambulance [] was observed entering and leaving the field. 25X1

2. The following observations were made at the field between 25 February and 6 March: 25X1

25 February. Between 8 a.m. and 2 p.m., there was no air activity at the field.

26 February. Between 5 and 11 p.m., two Po-2s practiced taking off and landing with the support of a searchlight in the northwestern corner of the field. The stars were shining. Forty IL-10s were counted in the northeastern corner of the field, about noon.

27 February. At about 1 p.m., a Po-2 plane was observed aloft. [] 25X1

28 February. At about 2:15 p.m., some IL-10s were in the air. At 3 p.m., two formations of 7 and 9 IL-10s were aloft at an altitude of 600 to 800 meters. At 3:15 p.m., eight to ten IL-10s and some additional aircraft were parked in front of the hangars. Motor vehicles observed in the southern section of the field included 1 radio truck, 1 command car, 3 tank trucks, 3 trucks, 1 ambulance, 1 fire truck, and 1 sedan. At about 4 p.m., formations of 7 to 9 planes approached for landing; the planes landed groups of two one shortly after the other. []

All planes had red propeller hubs and red upper edges on their rudder assemblies. When the planes were parked at their dispersal areas, 40 IL-10s were counted at the field. 25X1

4 March. There was no air activity during the morning. At about 1 p.m., an IL-10 plane was aloft which apparently made factory test flights.

5 March. Between 1 and 2 p.m., individual flights were made by aircraft which remained aloft for about 10 minutes. An IL-10 plane [] landed at 2:10 p.m. Between 5 and 11:45 p.m., individual flights were made by ground attack planes with switched on position lights. Three searchlights were in operation. One of them was located in front of the hangars, one in the northeastern corner of the field, and the third one south of the hangars. The take-off and landing strip was marked by a flare path. During the landing, the searchlight in front of the hangars was switched on first and, subsequently, the two other searchlights were put in operation. 25X1

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6 March. At 12:30 p.m., a Yak-14 plane took off. Between 11 a.m. and 1 p.m., 40 IL-10s were counted in the northeastern corner of the field.

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Comment. Brandenburg-Arado airfield is occupied by a ground attack regiment which is equipped with 50 to 55 IL-10s. The aircraft of this regiment are marked by red upper edges on their rudder assemblies.

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